

No. 5845 號五十四百八千五第 日九念月六年子丙緒光 HONGKONG, FRIDAY, AUGUST 18TH, 1876. 五拜禮 號八十月八英 港香 [PRICE \$3] PER MONTH.

[PRICE \$2½ PER MONTH.]

Informations.

THE Steamship
"AMOI."
S. Orr, Master, will be dispatched for the above
Port to-DAY (Friday), the 18th instant,
5 P.M.
For Freight or Passage, apply to
S. E. SMITH & Co.
1816 Hongkong 18th August, 1876.
FOR FOONGHOW (DIRECT).
THE Steamship
"OCEAN."
Captain Jacques, will leave on above at 9
Night to MOHROW, at the 19th instant.
Dispatches will close at 4 P.M. on the 18th
For Freight or Passage, apply to
JARDINE, MATHEW & Co.
Agents: Steamship Ocean.

LONDON, via SUEZ
Calling at SINGAPORE

"NANKIN,"
E. M. Brace, Master, will leave for the above
Ports on SUNDAY, the 20th instant, at 11
o'clock.
Despatches will close To-morrow Afternoon
at 5 o'clock.
For Freight or Passage, apply to

Hongkong, 18th August.

CHINA NAVIGATION COMPANY
LIMITED.

HONGKONG AND CANTON LINE

SHIPPERS AND PASSENGERS ARE requested to note that the Company's Steamer "TOHANG" will be LAID UP from the 1st to the 28th inst. inclusive, and that the Daily Service will be resumed after the 1st date.

BUTTERFIELD & SWIRE
Agents,
71 1320 - Hongkong, 12th August, 1878.

M. STOUT, D.D.S., DENTIST
• No. 1, ALEXANDRA TERRACE,
HAS RETURNED.

NOTICE.

ALL CLAIMS against the above Estate must be sent in to the Undersecretary or before the 20th September, 1876, or will not be recognised, and all Persons indebted to the Estate are requested to pay the same due within the same period.

A. L. EMERSON,
Major, 23rd Regiment,
President Committee of Adjustment.
1822 Hongkong, 17th August, 1876.

Twice is hereby given, the

SAVUNEL EASTON, late of East Point, Hongkong, who died on the 17th Feb. 1876, and whose Will was duly proved.

Probate Court of Hongkong
 1876, are hereby requ
 the particularness of their

said HENRY DICKIE, at his Residence, Sugar Refinery, Hongkong, on or before First day of November, 1876; and Not also given, that after that date the said H. DICKIE and ALEXANDER McCONACHIE distribute the Assets of the said SA. BAXTON, having regard to the Claims of they shall have then had notice; and that not be liable for the Assets so distributed.

HENRY DICKIE,

FOR SALE.
 SCHIEDAM GIN, in Stone Jars.
 GIN, in White Glass Bottles.
 Schiedam, Soehpapp's champagne, Beer
 Lager Beer, Kometter's, Pomeranian,
 tall, and Hoochekamp Bitters. Sonr Kra
 Jura. Powdered Obocobiste, in Bottles.
 Small Kegs PRIME HAMBURG
 PORK and BEEF.
 J. F. SOEFFER, 54, Prym's Cent

EMPLOYMENT WANTED, by a
 Englishman, who has had a good
 as ASSISTANT in a MERCHANT

Press Office.
1246 Hongkong, 7th Ave.

BY Order of the German Consular Court,
Amoy, dated 7th April, 1876, the German
Brig "REBECCA,"
of about 8,800 Piculs Capacity,
will be OFFERED for SALE at the German
CONSULATE on the 1st of September
10 A.M.
Inventory can be seen, and Terms of
sale ascertained on application at the Consulate.
O. J. PASE-AG,
Agent Brig "REBECCA."

FRENCH CLASS
GENTLEMEN, on Tue

and Saturday, from 8.30 to 9.30 P.
ENGLISH CLASS on Monday
and Friday, at the same hour. Private
songs given.

J. M. HANLON.
Victoria Boys' Sch.
6m 384

5, Hollywood

Notices to Consignees

NOTICE TO CONSIGNEES.

P. & O. S. N. COMPANY'S STEAM
NAVY.

CONSIGNEES of Cargo by the above
vessel from Bombay and Inter-
ior Ports, in going to the West
Coast, from London, and Peking, to
Canton, are hereby notified that their Go-

can be obtained from the
not delivered by the

Optional Cargo will be forwarded following Steamer unless notice to the contrary be given before Noon TO-DAY.

COMPAGNIE DES ME
MARITIMES

NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo requested to send in their Bills of Lading to the undersigned for countersignature, to take immediate delivery; this Cargo being landed and stored at their risk and expense. No fire insurance has been effected.
 G. DE CHAMPEAUX

Ex Anadyr, June 18
diamond..... 1c

Ex Hoogly, 14th July, 1876.	
J S W No. 22	1 case Merch
Ex Simla, 5th August, 1876.	
AG No. 2118	1 case Merch
B 2958	1 case Merch
Ex Tanai, 3rd August, 1876.	
ZZ No. 4	1 case Curio
Hongkong, 13th August, 1876.	

THE CHRONICLE AND DIRECTORY FOR 1876.

With which is incorporated
"THE CHINA DIRECTORY."

THIS Work, in its FOURTEENTH year of its existence, is NOW READY FOR SALE. It has been compiled and printed at the Daily Press Office, in usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual variety and voluminous information, the "CHRONICLE AND DIRECTORY FOR 1876" contains a CHROMO-LITHOGRAPH

OF A PLAN OF VICTORIA, HONGKONG, THE FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK, also of THE VARIOUS HOUSE FLAGS (Designed especially for the Work).

MAPS OF HONGKONG, JAPAN, THE P. & O. COMPANY'S ROUTES, AND THE COAST OF CHINA.

ALSO, THE NEW CODE OF CIVIL PROCEDURE HONGKONG.

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The present Volume also contains a Directory of Singapore.

The CHRONICLE AND DIRECTORY is now the only publication of its kind for China and Japan.

The Directory is published in two Volumes—Complete at \$5, or with the List of Residents, Port Directors, Maps, &c., at \$8.

* * * The Complete Directories, at \$5, are all sold, but few of the smaller Editions at \$2, are still on hand.

Orders for Copies may be sent to the Daily Press Office, or to the following Agents:

Macao.....Mr. L. A. de Gouvea.
Batavia.....Messrs. J. A. de Gouvea & Co.
Bombay.....Messrs. W. Wilson, Nichols & Co.
Calcutta.....Messrs. Wilson, Nichols & Co.
Canton.....Messrs. Wilson, Nichols & Co.
Cebu.....Messrs. Wilson, Nichols & Co.
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Hankow.....Messrs. Wilson, Nichols & Co.
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Kobe.....Messrs. Wilson, Nichols & Co.
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Peking.....Messrs. Wilson, Nichols & Co.
Rangoon.....Messrs. Wilson, Nichols & Co.
San Francisco.....Messrs. Wilson, Nichols & Co.
Shanghai.....Messrs. Wilson, Nichols & Co.
Singapore.....Messrs. Wilson, Nichols & Co.
Sourabaya.....Messrs. Wilson, Nichols & Co.
Tientsin.....Messrs. Wilson, Nichols & Co.
Yokohama.....Messrs. Wilson, Nichols & Co.

NEW YORK.....Messrs. S. N. Pettibone & Co., 87 Park Row.

NOTICE.

A. S. WATSON & CO., FAMILY AND DISPENSARY CHEMISTS.

By Appointment to His Excellency the Governor and his Royal Highness the Duke of Edinburgh, WHOLESALE AND RETAIL DRUGGISTS, PATENT MEDICINE VENDORS, and AERATED WATER MAKERS.

SHIPS—MEDICINE ORISTS SUPPLIED, PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm of A. S. WATSON & CO., 87

HONGKONG DISPENSARY.

HONGKONG, AUGUST 18th, 1876.

"That misfortune never comes singly is an oft-repeated proverb, which has received numerous and signal illustrations." Often is no exception to this general rule. Afflicted by rebellion and disorder at home, by disagreements and troubles abroad, has also been visited by floods in the south and by drought and failure of crops in the north.

But this is not, apparently, the end of her disasters. Just as the long-expected rain, which showers had renewed the productive power of the parched and thirsty earth in the famine-stricken districts, and the wretched people had begun to hope that they were saved from absolute want in the coming winter, a new enemy has appeared in the central provinces which threatens to prove equally as destructive as the prolonged drought. The fertile valley of the Yangtze is being ravaged; it is stated, by immense swarms of locusts, and the crops are rapidly vanishing under their attacks.

At Kiang-pai they are said to cover the ground to the depth of some inches, while near Nanking there are such numbers as to cause the greatest concern, to the officials and inhabitants. In the face of this calamity, the people are naturally much distressed. Prayers are being continually offered up in the temples by the mandarins, as was done during the late drought. The Authorities are, too, reported to have sent the people to work to destroy the insects, but it is hardly likely that they will be able to kill them fast enough to avert the devastation of the country which usually follows an invasion of these pests. Unfortunately, too, the heavy rains in Chihli have flooded the low-lying districts, and the second crop, upon which so much dependence has been placed, will, on a considerable extent of country, be completely lost. The prospect of a severe famine during the ensuing winter is now

therefore, again a contingency to be met. Meaning there is the uncheerful fact that the Government has not the money to purchase the necessary large stores of food for the cold season. Nor are the people able to help themselves. The wealthy are few in number, and are subjected to so many calls by the Authorities that they are not disposed to be too open-handed. Neither have they the power, if they had, the will, to grapple with a famine on a large scale. It behooves the Imperial Government to put forth all its energies to provide against the danger, and send what funds are available on the mitigation of the distress which will inevitably prevail a few months later on.

The war with Kashgar is consuming its resources and energies, and yet it will not give up this ominously useless struggle. There is little to make the Amur region a goodly to make terms, and retire to his country; but, wrapped up in conceit, the Peking Government cannot bear the thought of surrendering its nominal sovereignty over a distant and always untractable dependency. Rather than do this, it would seemingly prefer to see famine raging unrelieved in its territory, giving rise, as it undoubtedly would, to disturbance and insurrection.

Shanghai, this, but strongly characteristic of the obstinate and stupid counsels which are permitted to sway the destinies of China.

This announcement that the Tsung-tai yamen has granted a pass to certain Russian officers to proceed on a tour of discovery in Mongolia and Tibet will be read with interest. As our Shanghai morning contemporary conjectures, the travellers referred to are probably Colonel PERELVALSKY, the famous Russian explorer, and his companions. It was announced not long since that this gallant officer was about to set out on a new journey of exploration into Central Asia that would probably last for nearly three years, and *Nature* gives the following account of his contemplated route and objects:—"Colonel PERELVALSKY's purpose is to explore especially the basin of the Lob-Nor, from Thian-Shan to the Himalayas. He proposes to visit this summer Eastern Thian-Shan, from Kuluga to Hama, and to pass the winter upon Lob-Nor and in the deserts which extend to the east of this lake, mainly to solve the question as to wild horses and camels. Next year he will observe the migrations of birds on Lob-Nor and proceed to Lhasa. He will then explore the upper course of the Brahmapootra and northern slopes of the Himalayas, as also Eastern Tibet and Southern China, and, if circumstances permit, he will return by Western Tibet and enter Russia by Kailash." There is, it will be seen, little doubt that the officers mentioned in the notification from the Yamen are identical with Colonel PERELVALSKY's party, and in the interests of science and geographical research, all must wish them a safe and prosperous journey. Some of the ground they are going to venture on has never before been trodden by Europeans, and they will have much to tell if they succeed in making good their return. The Chinese Authorities granted the pass with manifest reluctance, and would doubtless have refused it point-blank had they dared. As it was, they intimated that the route being so distant, and much of it running through the deserts of Gobi, they did not feel competent to assure protection to the travellers. The Russians replied that they would not make use of the pass except where Chinese officials were located; for the rest they would defend themselves. But the pass was not finally conceded until repeated applications. The Chinese Government is exceedingly jealous of anyone penetrating to Thibet, and would fain keep out inquisitive explorers. Perhaps, too, the complications which have arisen out of the attack on Colonel BROWNE's expedition and the murder of Mr. MARSHALL, have not been without their influence. Yet there is little doubt of the ability of the Peking Government to guarantee the safety of travellers through its dominions if it chooses to enforce upon its officials the duty of protecting them. At the present time, however, dissatisfaction is rife in several provinces and may on slight provocation spring into active rebellion, and so it does not care to be troubled with the care of providing for the safety of travellers with whose objects it has no possible sympathy, and the ultimate intentions of whose Government it may greatly mistrust.

We understand that the accounts given of the anxious state of political affairs in Chihli and the north by Baxter House, a trustworthy source, have been made on one side of the road over which there is a steadily increasing flow of troops and arms, and continued all round the tanks.

We are requested to state that, in consequence of intelligence having been received of the death of Sub-Lieutenant J. H. of the 25th Regiment, who fell here for England on the 15th Jan., invalided—the band of the regiment will not be sent to the Public Gardens as usual this afternoon.

The heavy rains which have fallen lately have had the effect of causing several landslides, and they have no doubt, loosened masonry and the foundations of retaining walls and houses. It would be advisable for the owners of property to make a careful inspection of such walls, as a late addition to a weak place might be the means of evoking a sudden collapse on the next heavy shower.

On Wednesday afternoon a second occurred in Queen's Road, which might have proved serious. The roof of the house occupied by Mr. George Kneebone suddenly fell in without warning, and the inmates were all injured. Fortunately the inmates did not fall in with the rest. They were soon extricated from the ruins by means of ladders.

Orders have been issued at Saigon, to oblige all boats to be furnished with a list of names and values of imports and exports of the colony, returns are to be furnished of the cargo of each vessel entering or leaving the port. The authorities are, too, reported to have sent the people to work to destroy the insects, but it is hardly likely that they will be able to kill them fast enough to avert the devastation of the country which usually follows an invasion of these pests. Unfortunately, too, the heavy rains in Chihli have flooded the low-lying districts, and the second crop, upon which so much dependence has been placed, will, on a considerable extent of country, be completely lost. The prospect of a severe famine during the ensuing winter is now

therefore, again a contingency to be met. Meaning there is the uncheerful fact that the Government has not the money to purchase the necessary large stores of food for the cold season. Nor are the people able to help themselves. The wealthy are few in number, and are subjected to so many calls by the Authorities that they are not disposed to be too open-handed. Neither have they the power, if they had, the will, to grapple with a famine on a large scale. It behooves the Imperial Government to put forth all its energies to provide against the danger, and send what funds are available on the mitigation of the distress which will inevitably prevail a few months later on.

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The heavy rains which have fallen lately have had the effect of causing several landslides, and they have no doubt, loosened masonry and the foundations of retaining walls and houses. It would be advisable for the owners of property to make a careful inspection of such walls, as a late addition to a weak place might be the means of evoking a sudden collapse on the next heavy shower.

On Wednesday afternoon a second occurred in Queen's Road, which might have proved serious. The roof of the house occupied by Mr. George Kneebone suddenly fell in without warning, and the inmates were all injured. Fortunately the inmates did not fall in with the rest. They were soon extricated from the ruins by means of ladders.

Orders have been issued at Saigon, to oblige all boats to be furnished with a list of names and values of imports and exports of the colony, returns are to be furnished of the cargo of each vessel entering or leaving the port. The authorities are, too, reported to have sent the people to work to destroy the insects, but it is hardly likely that they will be able to kill them fast enough to avert the devastation of the country which usually follows an invasion of these pests. Unfortunately, too, the heavy rains in Chihli have flooded the low-lying districts, and the second crop, upon which so much dependence has been placed, will, on a considerable extent of country, be completely lost. The prospect of a severe famine during the ensuing winter is now

therefore, again a contingency to be met. Meaning there is the uncheerful fact that the Government has not the money to purchase the necessary large stores of food for the cold season. Nor are the people able to help themselves. The wealthy are few in number, and are subjected to so many calls by the Authorities that they are not disposed to be too open-handed. Neither have they the power, if they had, the will, to grapple with a famine on a large scale. It behooves the Imperial Government to put forth all its energies to provide against the danger, and send what funds are available on the mitigation of the distress which will inevitably prevail a few months later on.

The war with Kashgar is consuming its resources and energies, and yet it will not give up this ominously useless struggle. There is little to make the Amur region a goodly to make terms, and retire to his country; but, wrapped up in conceit, the Peking Government cannot bear the thought of surrendering its nominal sovereignty over a distant and always untractable dependency. Rather than do this, it would seemingly prefer to see famine raging unrelieved in its territory, giving rise, as it undoubtedly would, to disturbance and insurrection.

Shanghai, this, but strongly characteristic of the obstinate and stupid counsels which are permitted to sway the destinies of China.

This announcement that the Tsung-tai yamen has granted a pass to certain Russian officers to proceed on a tour of discovery in Mongolia and Tibet will be read with interest. As our Shanghai morning contemporary conjectures, the travellers referred to are probably Colonel PERELVALSKY, the famous Russian explorer, and his companions. It was announced not long since that this gallant officer was about to set out on a new journey of exploration into Central Asia that would probably last for nearly three years, and *Nature* gives the following account of his contemplated route and objects:—"Colonel PERELVALSKY's purpose is to explore especially the basin of the Lob-Nor, from Thian-Shan to the Himalayas. He proposes to visit this summer Eastern Thian-Shan, from Kuluga to Hama, and to pass the winter upon Lob-Nor and in the deserts which extend to the east of this lake, mainly to solve the question as to wild horses and camels. Next year he will observe the migrations of birds on Lob-Nor and proceed to Lhasa. He will then explore the upper course of the Brahmapootra and northern slopes of the Himalayas, as also Eastern Tibet and Southern China, and, if circumstances permit, he will return by Western Tibet and enter Russia by Kailash." There is, it will be seen, little doubt that the officers mentioned in the notification from the Yamen are identical with Colonel PERELVALSKY's party, and in the interests of science and geographical research, all must wish them a safe and prosperous journey. Some of the ground they are going to venture on has never before been trodden by Europeans, and they will have much to tell if they succeed in making good their return. The Chinese Authorities granted the pass with manifest reluctance, and would doubtless have refused it point-blank had they dared. As it was, they intimated that the route being so distant, and much of it running through the deserts of Gobi, they did not feel competent to assure protection to the travellers. The Russians replied that they would not make use of the pass except where Chinese officials were located; for the rest they would defend themselves. But the pass was not finally conceded until repeated applications. The Chinese Government is exceedingly jealous of anyone penetrating to Thibet, and would fain keep out inquisitive explorers. Perhaps, too, the complications which have arisen out of the attack on Colonel BROWNE's expedition and the murder of Mr. MARSHALL, have not been without their influence. Yet there is little doubt of the ability of the Peking Government to guarantee the safety of travellers through its dominions if it chooses to enforce upon its officials the duty of protecting them. At the present time, however, dissatisfaction is rife in several provinces and may on slight provocation spring into active rebellion, and so it does not care to be troubled with the care of providing for the safety of travellers with whose objects it has no possible sympathy, and the ultimate intentions of whose Government it may greatly mistrust.

SUPREME COURT.

August 18th.

SUMMARY JUDICATURE.

BEFORE MR. JUSTICE BROWNE.

ACTION FOR DEBT. *Kowloon & Travellers' Co., Ltd. v. The Emperor of China.*—This was an action for damages for libel. Mr. Brewster was for the plaintiff, and Mr. Holmes for the defendant.

Mr. Brewster, in opening the case, said the plaintiff is a Chinese merchant, a very old resident of Hongkong, having resided here about twenty years. The defendant is also a Chinese merchant, and it would appear a money lender. The plaintiff claims to have been libelled in a circular issued by the defendant in the year 1875, in which the plaintiff is said to have been a partner in a firm of leading and borrowing money, the defendant being the capitalist by definition. The small trader. The dealings between them commenced about five years ago and the parties got on very well, the plaintiff always meeting his engagements, until the transaction of which was the subject of the present action. On the 24th of the month of January, 1875, the plaintiff issued a circular to the effect that the defendant had been a partner in a firm of leading and borrowing money, the defendant being the capitalist by definition. The small trader. 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THE SWEDISH GOVERNMENT

AND DECK-LOADS.

A despatch from the Swedish Government, dated Jan 18th, which has been laid before Parliament, calls the attention of the British Government to the fact that the Swedish Government to the Merchant Shipping Act concerning the carriage of timber on deck. The despatch says, "The Swedish Government, however, after an examination of the question, do not believe that there is any necessity for proceeding with such a rigorous measure. The despatch continues:—

"The mere fact that a timber cargo is placed on the deck of a ship does not, in the opinion of competent persons, constitute a danger to the vessel, if only when the quantity of wood which is on the deck exceeds certain limits, the inconvenience arises. A load of a height equal to that of the vessel's masts, and composed of only a few planks, and as in the case of three layers of planks or of a single layer of beams, even offers certain advantages. When arranged in the above manner, the deck does not hinder the working of the ship, it might make the progress of the ship more even, and it leaves sufficient elevation for the bulwarks to protect the crew. If the sea is heavy and the deck is not covered, the water runs off immediately between the planks, and the crew can go on deck. It is true that the right limit is difficult to fix, but the King's Government, knowing that Mr. Magnusson's Government have carefully considered the question, before fixing the maximum of three feet, earnestly desire that Parliament should stop at that point, and that they trust that more mature consideration will be given to the question, to modify its decision. With this view the King's Government hope that Mr. Magnusson's Government will use their influence to prevent the despatch being entirely prohibited, but the King would be glad to think that Mr. Magnusson's Government will kindly take into consideration the foregoing observations."

The despatch then quotes figures respecting the importation of timber in England to show that the amount imported in 1875 was 1,000,000 cubic feet, and in 1876 it was 1,200,000 cubic feet. It then states that the amount imported in 1875 was 1,000,000 cubic feet, and in 1876 it was 1,200,000 cubic feet. It then states that the amount imported in 1875 was 1,000,000 cubic feet, and in 1876 it was 1,200,000 cubic feet.

We regret to announce, says the British Medical Journal, that the plague at Shuster, in south-western Persia, the malarial is reported to have shown itself in Persia, south of Lake Urmia. The extension of the plague to Persia, and the immediate decline of the malarial, are the result of a complete and profound examination of the question, and the King's Government would not have made themselves the organ of the interests affected by its adoption, but not being able to allow that the measure proposed by Mr. Magnusson's Government would be a hindrance to the King would be glad to think that Mr. Magnusson's Government will kindly take into consideration the foregoing observations."

THE FLAQUE.

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NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACT OF PARLIAMENT.

Established 1808.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £100,000, at the annual rates, subject to a discount of Twenty per cent. (20%)

GILMAN & Co., Agents.

1063 Hongkong, 7th July, 1876.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHARLES H. MORGAN, Agent.

931 Hongkong, 19th June, 1876.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of £50,000, on first-class risks at current rates.

REINHOLD & Co., Agents.

674 Hongkong, 27th March, 1876.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of £50,000, on any one.

FIRST-CLASS RISK.

A RETURN OF TWENTY PER CENT. (20%) will be made on the premium charged on the issue of the Policy.

GIBB & LIVINGSTON & Co., Agents.

393 Hongkong, 1st March, 1876.

YANGTSE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after the date above Association will allow a Brokerage of THIRTY-THREE AND ONE-HUNDRED PER CENT. (33 1/3%) on Local Risks only.

RUSSELL & Co., Agents.

1890 Hongkong, 4th June, 1874.

CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYMPIAN & Co., General Agents.

951 Hongkong, 17th April, 1875.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

SALES ON AUGUST 17TH, AS REPORTED BY

Brown Sugar—200 bags, \$240, by Wo Kee to travelling trader.
China Rice—5 packages, at \$1150, by Kwong Hong to travelling trader.
Rungus—10 bags, at \$2100, by Kwong Hong to travelling trader.
Milled Rice—200 bags, at \$170, by Kin Tai to local trader.
Almonds—10 bags, at \$2050, by Kwong Hong to travelling trader.
American Flour—1000 bags, 50lbs, at \$132, by Kwong Hong to travelling trader.
White Wax—5 pieces, at \$6000, by Wo Kee to travelling trader.
Cardamoms—(inferior), 20 bags, at \$2120, by Wo Kee to travelling trader.
Molasses—20 bags, at \$570, by Kin Fong to local trader.
Elephants' Teeth—2 pieces, at \$2350, by Wo Kee to travelling trader.

HONGKONG TEMPERATURE.

(From Messrs. FALCONER and Co's Register.)
August 17th.
Barometer—4 a.m. 29.92
Barometer—1 p.m. 29.92
Thermometer—2 a.m. 79.4
Thermometer—4 a.m. 80.4
Thermometer—6 a.m. 81.4
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CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

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Thermometer—4 a.m. 80.4
Thermometer—6 a.m. 81.4
Thermometer—8 a.m. 82.4
Thermometer—10 a.m. 83.4
Thermometer—12 a.m. 84.4
Thermometer—2 p.m. 85.4
Thermometer—4 p.m. 86.4
Thermometer—6 p.m. 87.4
Thermometer—8 p.m. 88.4
Thermometer—10 p.m. 89.4
Thermometer—12 p.m. 90.4

Barometer—4 a.m. 29.92
Barometer—1 p.m. 29.92
Thermometer—2 a.m. 79.4
Thermometer—4 a.m. 80.4
Thermometer—6 a.m. 81.4
Thermometer—8 a.m. 82.4
Thermometer—10 a.m. 83.4
Thermometer—12 a.m. 84.4
Thermometer—2 p.m. 85.4
Thermometer—4 p.m. 86.4
Thermometer—6 p.m. 87.4
Thermometer—8 p.m. 88.4
Thermometer—10 p.m. 89.4
Thermometer—12 p.m. 90.4

Barometer—4 a.m. 29.92
Barometer—1 p.m. 29.92
Thermometer—2 a.m. 79.4
Thermometer—4 a.m. 80.4
Thermometer—6 a.m. 81.4
Thermometer—8 a.m. 82.4
Thermometer—10 a.m. 83.4
Thermometer—12 a.m. 84.4
Thermometer—2 p.m. 85.4
Thermometer—4 p.m. 86.4
Thermometer—6 p.m. 87.4
Thermometer—8 p.m. 88.4
Thermometer—10 p.m. 89.4
Thermometer—12 p.m. 90.4

Barometer—4 a.m. 29.92
Barometer—1 p.m. 29.92
Thermometer—2 a.m. 79.4
Thermometer—4 a.m. 80.4
Thermometer—6 a.m. 81.4
Thermometer—8 a.m. 82.4
Thermometer—10 a.m. 83.4
Thermometer—12 a.m. 84.4
Thermometer—2 p.m. 85.4
Thermometer—4 p.m. 86.4
Thermometer—6 p.m. 87.4
Thermometer—8 p.m. 88.4
Thermometer—10 p.m. 89.4
Thermometer—12 p.m. 90.4

Barometer—4 a.m. 29.92
Barometer—1 p.m. 29.92
Thermometer—2 a.m. 79.4
Thermometer—4 a.m. 80.4
Thermometer—6 a.m. 81.4
Thermometer—8 a.m. 82.4
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Thermometer—12 a.m. 84.4
Thermometer—2 p.m. 85.4
Thermometer—4 p.m. 86.4
Thermometer—6 p.m. 87.4
Therm

1.78 1.80
2.20 2.22

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Tons	Consignees.	Destination.
CANTON.		
g-b. 761 g-b. 1390 g-b.	Siemssen & Co H. C. & M. Steamboat Co	Shanghai Laid up
river between Cheung-chow and SWATOW.		
Left port on 31st August, 1876.		
278 359 289 378 237 310	Diroks & Kruger Bradley & Co Diroks & Kruger Williams & Co Diroks & Kruger Diroks & Kruger	Laid up Amoy Amoy

215	E. Harton	
276	E. Harton	Footlow
290	Dicks & Kruger	
315	Dicks & Kruger	New York
356	Dicks & Kruger	
348	R. Vincent & Co	
349	Dicks & Kruger	Tientsin
359	Dicks & Kruger	
587	Dicks & Kruger	Manila
626	Dicks & Kruger	
654	Chinsee	Tientsin
662	Bradley & Co	Newchwang
690	Dicks & Kruger	
AMoy		
<i>In port on 11th August, 1876.</i>		
256	H. A. Petersen & Co	
490	Pasdag & Co	
351	Pasdag & Co	
233	H. A. Petersen & Co	
318	H. A. Petersen & Co	
340	H. A. Petersen & Co	
178	Tait & Co.	
432	Boyd & Co	
395	Captain	
265	Dund & Co	
817	Pasdag & Co	
474	Order	
480	H. A. Petersen & Co	
324	H. A. Petersen & Co	
40	Order	
207	H. A. Petersen & Co	
215	Boyd & Co	
215	Boyd & Co	
312	H. A. Petersen & Co	
241	H. A. Petersen & Co	
303	Johnston & Co	
289	Tait & Co	
193	Boyd & Co	
588	Eller & Co	
259	Boyd & Co	
	Order	
FOOCHOW.		
<i>In port on 5th August, 1876.</i>		
428	Chinese	Malacca
345	Adamson, Bell & Co	
474	Adamson, Bell & Co	Malbourne
274	Adamson, Bell & Co	
290	Gilman & Co	
643	Jardine, Matheson & Co	
328	Adamson, Bell & Co	Dunedin
328	Jardine, Matheson & Co	
290	Gilman & Co	
94	Jardine, Matheson & Co	Fremantle
1309	Jardine, Matheson & Co	London
304	Jardine, Matheson & Co	London
713	Chinese	Colonies
361	Adamson, Bell & Co	
SHANGHAI.		
<i>In port on 13th August, 1876.</i>		
<i>of the numerous steamers, tug-boats, and receiving hulks employed</i>		
<i>Yang-tse are not included in this</i>		
360	Jardine, Matheson & Co	
413	Order	
413	Order	

538	Muster	
538	Muster	
541	Pow Tai Hong	
541	Frazar & Co	
542	Pow Tai Hong	
930	Gibb, Livingston & Co	London
932	R. Telle	
372	Nils Motter	
452	Order	
657	Wheelock & Co	
809	Frazar & Co	
844	Boat & Co	
839	Chapman, King & Co	
920	Harris Goodwin & Co	
986	Frazar & Co	
474	Muster	
538	Muster	
550	Boechtelater & Co	
282	Siemssen & Co	
925	Adamsen, Bell & Co	
925	Chinese	
132	Frazar & Co	
805	John Forster & Co	
794	Jardine, Matheson & Co	London
555	Lane, Crawford & Co	
538	Nils Motter	
851	Boat & Co	
518	Wheelock & Co	
800	Gibb, Livingston & Co	
YOKOHAMA.		
<i>For departure 7th August, 1875.</i>		
696	Kniffler & Co	
716	Smith, Baker & Co	
	E. O. Kirby & Co	
198	Walsal, Hall & Co	
794	M. H. Edmunds & Co	
165	E. O. Kirby & Co	
283	Walsal, Hall & Co	
927	Cornes & Co	
888	Jardine, Matheson & Co.	
958	Order	

In port on 8th August, 1870.		
813	Smith, Ball & Co	S. Francisco
800	F. Reyes	
1118	Smith, Ball & Co	
808	C. Heinsen & Co	
874	Paig & Lagaceras	New York
795	T. Hermann & Co	Liverpool
800	Larings & Co	
827	P. Monuz	
1459	Smith, Ball & Co	
0-0	S. Loie	
143-	Smith, Ball & Co	S. Francisco
281	Smith, Ball & Co	Melbourne
1039	Imohnest & Co	
820	F. Reyes	
563	Smith, Ball & Co	S. Francisco
861	A. Aeslie	

[illegible]

Tons	Consignees.	Dest.
OANTON.		
g-b.		
g-b.		
g-b.		
g-b.		
761	Siemaasen & Co	Sho
810		
1890	H. G. & M. Steamboat Co	Int
g-b.		
between <i>Ouing-shou</i> and		
river		
SWATOW.		
In port on 9th August, 1876.		
417	Direks & Kruger	La
376	Direks & Kruger	
363	Bowley & Co	
289	Direks & Kruger	
373	Williams & Co	
237	Direks & Kruger	Aa
310	Direks & Kruger	
385	Direks & Kruger	
218	E. Hertom	
275	E. Hertom	For
390	Direks & Kruger	
515	Direks & Kruger	No
363	Direks & Kruger	
348	E. Vincent & Co	
298	Direks & Kruger	Ti
299	Direks & Kruger	
537	Direks & Kruger	M
426	Direks & Kruger	
383	Chinese	

500	Diricks & Kruger
ARMY.	
<i>In</i> Nov. 11th August, 1876	
258	H. A. Paterman & Co
480	Pasendag & Co
331	Pasendag & Co
338	H. A. Paterman & Co
341	H. A. Paterman & Co
340	H. A. Paterman & Co
170	Tait & Co
432	Boyd & Co
385	Captain
205	Dodd & Co
317	Pasendag & Co
474	Order
480	H. A. Paterman & Co
324	H. A. Paterman & Co
341	H. A. Paterman & Co
207	H. A. Paterman & Co
215	Pasendag & Co
312	Pasendag & Co
305	H. A. Paterman & Co
333	Johnston & Co
381	Tait & Co
193	Boyd & Co
358	Ellis & Co
329	Boyd & Co
Order	
FOOCHOW.	
<i>In</i> Nov. 18th August, 1876.	
345	Adamson, Bell & Co
173	Order
274	Adamson, Bell & Co

bk	328	Adams, Bell & Co
bk	328	Jardine, Matheson & Co
bk	330	Gilman & Co
bk	330	Jardine, Matheson & Co
str	129	Leitch, Matheson & Co
bk	300	Jardine, Matheson & Co
bk	374	Chinese
bk	381	Adams, Bell & Co

SHANGHAI.

In port on 13th August, 1876.

Names of the numerous steamers, tugs, and craft, and receiving hulks employed in Yang-tze are not included in this

bk	360	Jardine, Matheson & Co
bk	413	Order
bk	517	Morris, Lewis & Co
bk	518	Nils Molle
bk	228	Master
bg	271	Pow Tai Hong
bk	541	Brace & Co
bk	542	Pow Tai Hong
bk	543	Guth, Livingston & Co
bk	312	N. Telge
bk	322	Nils Molle
bk	452	Order
bk	453	Wicksteed & Co
bk	325	Brace & Co
bk	342	Beard & Co
bk	369	Chapman, King & Co
bk	380	Harris Goodwin & Co
bk	388	Francis & Co
bk	374	Masted
bk	358	Master
bk	390	Bachmeister & Co

sh	228	Atkinson, Nelson & Co
br	1125	Fraser & Co
bk	80	John Forster & Co
br	794	Jardine, Matheson & Co
bk	355	Lane, Crawford & Co
br	658	Wm. Miller
bk	621	Heard & Co
br	518	Wheelock & Co
bk	500	Gibb, Livingston & Co
YOKOHAMA.		
<i>In port on 7th August, 1875.</i>		
bk	686	Kanlier & Co
br	716	Smith, Baker & Co
bk	70	E. O. Kirby & Co
br	194	Smith, Bell & Co
bk	198	M. Hamano & Co
bk	165	E. O. Kirby & Co
bk	283	Waisi, Ball & Co
br	521	Green & Co
bk	527	Jardine, Matheson & Co
br	528	Ordish
MANILA.		
<i>In port on 31st August, 1875.</i>		
bk	400	Smith, Bell & Co
bk	1140	F. Reyes
bk	848	Smith, Bell & Co
bk	810	C. Heussen & Co
bk	374	Frug & Co
bk	370	Frug & Co
str	700	Vermaann & Co
bk	700	Larvings & Co
bk	527	F. Munuz
bk	1459	Smith, Bell & Co
bk	646	De Lolo
bk	646	Smith, Bell & Co
bk	646	Smith, Bell & Co

bz	320	F. Heras
bk	763	Smith, Bell & Co
bk	261	A. Aselle

H. BARR, Wyndham Street, Hongkong.